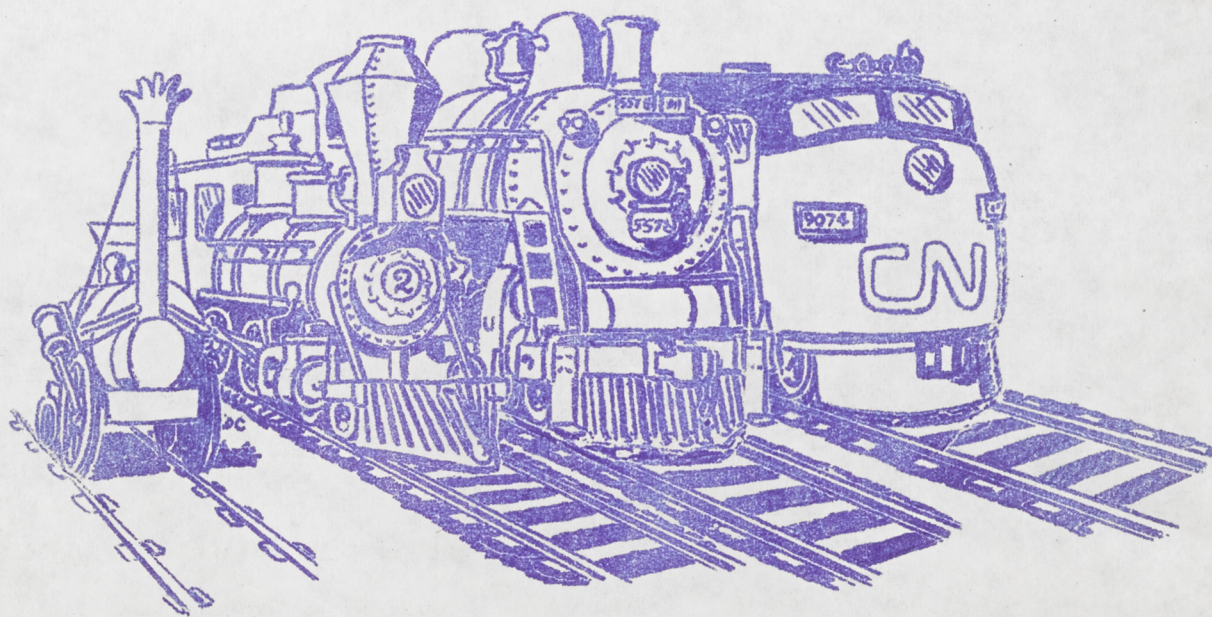


ALBERTA RAILWAY JOURNAL



CANADIAN RAILROAD
HISTORICAL  ASSOCIATION

THE ALBERTA RAILWAY JOURNAL

The Journal Of the Rocky Mountain Branch Of The Canadian
Railroad Historical Association

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"Train orders for the next meeting"

Our next regular meeting will be held again in room EB 251 of
the Engineering Building on the University Campus at 8:00 P.M.

The program for that evening will be a series of 16mm sound
films which we hope you will find very interesting. One of the
films is a CN film in a new series produced for the CN depicting
the Companies operations for the year 1966. It is called "The
Year In Review 1966". This is a half hour film in color. The
second film is entitled "Traveliving". A behind-the-scenes look
at rail travel while watching some of Canadian spectacular scenery.
This film is also in color. The third film is a copy of a
Television production made several years ago and is a story
about the Edmonton Street Railway.

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BOARD of TRANSPORT COMMISSIONERS

Order #732900

Notice of Reduction of Service

Effective January 1, 1967 the Alberta Railway Journal
will be reduced to a four times yearly publication. Substitute
service on months not covered by the meeting notice in ARJ
will be sent to you in a single sheet newsletter. Consequently,
you will still receive notice of meeting time, place, and
topic on a monthly basis.

The staff regrets this cut down in service but the three
of us have found it impossible to keep up a monthly, full
length publication.

Solution: two or three more staff members who would
handle feature article writing and help with typing.
Any volunteers or suggested conscripts, anyone?

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RAIL BOOKSHELF

In this column, I hope to bring to your attention the various books concerned with railroading and railway history in Canada, specifically Western Canada. All the reviewed publications are in print, prices and mailing addresses will be printed for you information.

The Cordwood Limited

A History of the Victoria and Sidney Railway - by
George Hearn & David Wilkie

This the fifth publication of the British Columbia Railway Historical Association traces the history of the Victoria and Sidney Railway from its inception in 1892 until its abandonment in 1919. The booklet gives a detailed account of the rail and steamship service provided jointly by the Victoria and Sidney Railway and the Victoria Terminal Railway & Ferry Company on the Saanich Peninsula on Vancouver Island and on the British Columbia mainland. There are forty-seven photographs, a roster, five maps and sketches, plus timetables and reproductions of tickets which profusely illustrate the publication. The history continues by describing the Great Northern control of the system and the general decline of it until the railway went into receivership in 1919. The concluding section outlines the remnants of the grade which still exist on the peninsula.

I found the eighty pages of this publication extremely interesting and I believe that it is well worth its price.

Price: \$1.75 (B.C. Residents add 5% sales tax)
Please remit with Postal Money Order
or certified cheque.

Address: British Columbia Railway Historical Assoc.
P.O. Box 114
Victoria, B.C.

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PACIFIC GREAT EASTERN

From the insane, makebelieve world of Pacific Great Eastern, comes the rumor that Canadian industrialist E.P. Taylor is interested in purchasing the Please Go Easy. No comment states Mr. Taylor. We don't blame him!

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The Case for NAR Passenger Service

Gone are the days of Train #2
Baggage-express and mail cars too;
Coaches and twelve section-drawing room sleepers
All to a total of sixteen.
And, oh yes, STEAM.

Yes, the days of NAR steam are long gone and, it seems, their passenger trains will soon follow suit. While Trains #1 and #2 were running with consists in two figures: counterparts #7 and #8 on the Waterways line handled similar baggage-express cars and coaches in a more modest number.

But by September, 1966, #1 and #2 had fallen prey to the same disease that was eating away at most North American passenger trains: competition, by air, bus, truck, and auto. #1 and #2 were reduced to a 300 series diesel, a steam generator car, baggage car, coach, and the odd piggyback flat. #7 and #8 managed only an express car and comboose more than this consist.

This was not the end in service reduction. After September 23rd on the Dawson Creek run and October 30th on the run to Waterways both services were performed by a single Budd railcar (CPR 9023, RDC-3, 49 passengers, 32 feet baggage-express). A far cry from six years previous.

The competition is just too much and more frequent. Take for example the bus schedule offered by Canadian Coachways to Dawson Creek and compare it to the railway's offering.

Canadian Coachways Ltd. - daily*

Edmonton	dep. 9:00 A.M.	11:45 P.M.
Dawson Creek	ar. 5:30 P.M.	8:35 A.M.
Dawson Creek	dep. 10:20 P.M.	8:30 A.M.
Edmonton	ar. 6:30 A.M.	4:45 P.M.

Arrival and departure from Union Bus Depot,
102nd St. - 102nd Ave.

* This is only an approximate timetable,
minor errors may be found.

Northern Alberta Railways

Edmonton	dep. 10:00 P.M.	Sunday & Wednesday
Dawson Creek	ar. 10:40 A.M.	Monday & Thursday
Dawson Creek	dep. 6:10 P.M.	Monday & Thursday
Edmonton	ar. 6:40 A.M.	Tuesday & Friday

Arrival and departure from Dunvegan Yard, five miles from city centre.

So who but the determined rail enthusiast would ride this train? It operates less frequently, takes

longer (twelve hours against eight for the bus) and the rail fare of \$14.70 becomes more expensive than the \$14.75 bus rate when cab fare from downtown is considered.

The Waterways run is in almost as bad a condition. Once again, compare bus and train schedules.

Canadian Coachways Ltd. - daily

Edmonton dep. 4:30 P.M.
Fort McMurray ar. 11:00 P.M.

Fort McMurray dep. 7:00 A.M.
Edmonton ar. 1:25 P.M.

Northern Alberta Railways

Edmonton dep. 1:00 P.M. Tuesday & Friday
Waterways ar. 9:50 PM Tuesday & Friday

Waterways dep. 6:20 A.M. Wednesday & Saturday
Edmonton ar. 3:00 P.M. Wednesday & Saturday

It's the same story again; an eight and one half hour rail trip compared to a six and a half hour bus trip. Admittedly, the Budd car offers a more comfortable trip considering that the road to Fort McMurray is only a year old but this will change as the road is improved. On the surface, the \$9.00 rail fare compares favorably to the \$11.80 bus fare but if cab fare is once again considered between the Edmonton city centre and Dunvegan Yards and at the other end between Waterways and the tar sands development at Fort McMurray the tables are soon turned.

So what does the future hold for NAR passenger service? My predictions are as follows. #1 and #2 which carry only ten passengers per trip between McLennan and Dawson Creek will be reduced to Edmonton-McLennan service by the end of Centennial Year. This service seems to be primarily operated to transport employees and stores to isolated locations along the line. As development roads give access to these locations the service will become redundant. By 1969, this service will be dead.

#7 and #8 will suffer a similar fate but, as they cross a more isolated area, they will probably last one or two years longer.

As for the McLennan-Hines Creek mixed, it is beyond explanation why it has survived this long; I refuse further comment.

The future for NAR passenger service is not bright. Stiff competition, a roundabout route to Dawson Creek, and the unnecessary size of crews will sound the death knell for passenger traffic in the near future.

Interested?

For sale: one, two storey brick building filled with nothing but memories; located on the north-east corner of 97th Street and 104th Avenue.

The building outlined above, and in the tender for demolition in the Edmonton Journal of January 26th, is for the Schattner Block, better known as the former Grand Trunk Pacific local freight office. In fact, the G.T.P. lettering can still be seen above the windows.

The freight sheds to the east of the Block are presently being leased by Johnston Terminals but the sparse number of cars in the adjacent yard seem to predict a bleak future for this building. The greatest number of these cars were old wooden sided reefers and various work cars, all in storage.

With the demolition of the G.T.P. freight offices, another reminder of Edmonton's railway history will come to an end. Take a photograph for posterity.

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CONFEDERATION TRAIN

Following are the places and dates of stops for the Centennial Train in Alberta.

Jasper	February 22
Edmonton - CNR Station	February 23 - March 1
Edmonton - Exhibition Grounds	March 2 - 6
Red Deer	March 7 - 8
Calgary - Central Station	March 9 - 14
Calgary - Turner Siding	March 15 - 18
Lethbridge	March 19 - 22
Medicine Hat	March 23 - 25

Does anyone know:

- a) Is the CPR Station in Calgary known as Central Station?
- b) Is Turner Siding the former Grand Trunk Pacific Yard in Calgary?

A-1-A A-1-A

Further Meeting Notice

An addition film will be shown at our February meeting. It will feature steam of the CN, CP, and NAR in the Edmonton area in 1959.

Come, and bring a friend.

B-B

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